NORTHWESTERN PACIFIC RAILROAD CO.

TIME-TABLE

INTERURBAN TRAINS

60

To Take Effect Monday, January 1, 1940, at 2:59 AM

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employees only.

EDWARD H. MAGGARD,
President and General Manager

H. R. GERNREICH,
Superintendent

SOUTHERN DIVISION

Northward — FIRST CLASS

616	504	614	612	502	610	608	500	606	604	602	600	Distance from San Francisco	Time-Table No. 60 January 1, 1940 STATIONS
Lv. Daily	Lv. Daily	Lv. Sunday & Holidays Only	Lv. Daily Ex. Sunday & Holidays	Lv. Daily	Lv. Sunday & Holidays Only	Lv. Daily Ex. Sunday & Holidays	Lv. Sunday & Holidays Only	Lv. Daily	Lv. Sun. & Hol. only	Lv. Daily Ex. Sunday & Holidays	Lv. Daily Ex. Sunday & Holidays		
AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM		
.....	7.35	.....	6.50	6.50	.....	.....	.....	.....	.....	.....	.....	0.0	SAN FRANCISCO
.....	8.07	.....	7.22	7.22	.....	.....	.....	.....	.....	.....	.....	6.5	SAUSALITO
.....	8.08	.....	7.25	7.23	.....	7.00	6.45	.....	.....	.....	.....	6.5	SAUSALITO
.....	8.19	.....	.....	7.34	.....	.....	6.53	.....	.....	.....	.....	12.6	CORTE MADERA
.....	8.20	.....	.....	7.35	.....	.....	6.54	.....	.....	.....	.....	13.0	BALTIMORE PARK
.....	8.22	.....	.....	7.37	.....	.....	6.55	.....	.....	.....	.....	13.4	LARKSPUR
.....	8.26	.....	.....	7.41	.....	.....	6.59	.....	.....	.....	.....	14.7	KENTFIELD
.....	.....	.....	7.42	.....	.....	7.17	.....	.....	.....	.....	.....	15.5	ROSS
8.33	8.32	7.48	7.47	7.47	7.30	7.22	7.04	6.45	6.03	5.55	5.16	16.5	SAN ANSELMO
8.38	.....	7.53	7.53	.....	7.35	7.28	.....	6.50	6.08	6.00	5.21	18.3	FAIRFAX
8.40	.....	7.55	7.55	.....	7.37	7.30	.....	6.52	6.10	6.02	5.23	18.8	MANOR
.....	8.35	.....	.....	7.50	.....	.....	7.07	.....	.....	.....	.....	17.9	WEST END
.....	8.38	.....	.....	7.53	.....	.....	7.10	.....	.....	.....	.....	18.5	B STREET
.....	8.40	.....	.....	7.55	.....	.....	7.12	.....	.....	.....	.....	19.0	SAN RAFAEL
AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM		
5	1		5	9		7		5		5	5		Daily Ex. Sat., Sun. & Hol. Run C. & E.
5	1		5	9		7		5		5	5		Saturday Run C. & E.
5	2	5		9	5		1	5	5				Sunday and Holiday Run Condrs.
4	4 6-C17 5 C17-17	5		3	5		1	5	5				Sun. & Hol. Run Engineers

Southward — FIRST CLASS

601	603	501	605	607	503	609	505	611	613	507	615	617
Ar. Daily Ex. Sunday & Holidays	Ar. Daily Ex. Sunday & Holidays	Ar. Daily Ex. Sunday & Holidays	Ar. Sun. & Hol. only	Ar. Daily	Ar. Daily	Ar. Sunday & Holidays Only	Ar. Daily	Ar. Daily Ex. Sunday & Holidays	Ar. Sunday & Holidays Only	Ar. Daily	Ar. Daily Ex. Sunday & Holidays	Ar. Daily
AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
.....	.....	6.32	.....	.....	7.17	.....	8.02	8.02	.....	8.47	8.47	.....
.....	.....	6.00	.....	.....	6.45	.....	7.30	7.30	.....	8.15	8.15	.....
.....	.....	5.55	.....	.....	6.40	.....	7.25	7.25	.....	8.10	8.10	.....
.....	.....	5.42	.....	.....	6.27	.....	7.12	.....	.....	7.57	.....	.....
.....	.....	5.40	.....	.....	6.25	.....	7.10	7.13	.....	7.55	7.58	.....
.....	.....	5.39	.....	.....	6.24	.....	7.09	.....	.....	7.54	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	7.10	.....	.....	7.55	.....
.....	.....	.....	.....	.....	.....	.....	.....	7.08	.....	.....	7.53	.....
5.16	5.32	5.33	6.03	6.17	6.18	7.02	7.03	7.05	7.47	7.48	7.50	8.32
.....	5.27	.....	.....	6.12	.....	6.57	.....	6.59	7.42	.....	7.44	8.27
.....	5.25	.....	.....	6.10	.....	6.55	.....	6.57	7.40	.....	7.42	8.25
5.13	.....	5.29	6.00	.....	6.14	.....	6.59	.....	.....	7.44	.....	.....
5.10	.....	5.26	5.57	.....	6.11	.....	6.56	.....	.....	7.41	.....	.....
.....	.....	5.25	.....	.....	6.10	.....	6.55	.....	.....	7.40	.....	.....
AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
5	5	1		5	2		1	5		2	7	5
5	5	1		5	2		1	5		2	7	5
			5	5	1	5	2		5	1		5
			5	5	1	5	4		5	1		5

Northward — FIRST CLASS

	516	626	514	624	512	622	510	620	508	618	506	Distance from San Francisco	Time-Table No. 60 January 1, 1940 STATIONS
	Lv. Sat. Only	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily		
	PM	PM	AM	AM	AM	AM	AM	AM	AM	AM	AM		
.....	12.00	.....	11.20	.....	10.35	.....	9.50	.....	9.05	.....	8.20	0.0	SAN FRANCISCO
.....	12.32	.....	11.52	.....	11.07	.....	10.22	.....	9.37	.....	8.52	6.5	SAUSALITO
.....	12.33	.....	11.53	.....	11.08	.....	10.23	.....	9.38	.....	8.53	6.5	SAUSALITO
.....	12.44	.....	12.04	.....	11.19	.....	10.34	.....	9.49	.....	9.04	12.6	CORTE MADERA
.....	12.45	.....	12.05	.....	11.20	.....	10.35	.....	9.50	.....	9.05	13.0	BALTIMORE PARK
.....	12.47	.....	12.07	.....	11.22	.....	10.37	.....	9.52	.....	9.07	13.4	LARKSPUR
.....	12.51	.....	12.11	.....	11.26	.....	10.41	.....	9.56	.....	9.11	14.7	KENTFIELD
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15.5	ROSS
.....	12.57	12.18	12.17	11.33	11.32	10.48	10.47	10.03	10.02	9.18	9.17	16.5	SAN ANSELMO
.....	.....	12.23	.....	11.38	.....	10.53	.....	10.08	.....	9.23	.....	18.3	FAIRFAX
.....	.....	12.25	.....	11.40	.....	10.55	.....	10.10	.....	9.25	.....	18.8	MANOR
.....	1.00	.....	12.20	.....	11.35	.....	10.50	.....	10.05	.....	9.20	17.9	WEST END
.....	1.03	.....	12.23	.....	11.38	.....	10.53	.....	10.08	.....	9.23	18.5	B STREET
.....	1.05	.....	12.25	.....	11.40	.....	10.55	.....	10.10	.....	9.25	19.0	SAN RAFAEL
	PM	PM	PM	AM	AM	AM	AM	AM	AM	AM	AM		
		10	9	5	2	5	1	5	4	5	2		Daily Ex. Sat., Sun. & Hol. Run C. & E.
	1	10	2	10	3	10	1	5	2	5	4		Saturday Run C. & E.
		5	7	5	1	5	2	5	9	5	1		Sunday and Holiday Run Condrs.
		5	1	5	2	4	5	4	3	4	1		Sun. & Hol. Run Engineers

Southward — FIRST CLASS

509	619	511	621	513	623	515	625	517	627	519		
Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Sat. Only	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Sat. Only		
AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM		
9.32	.....	10.17	.....	11.02	.....	11.47	.....	12.32	.....	1.17	.....	.....
9.00	.....	9.45	.....	10.30	.....	11.15	.....	12.00	.....	12.45	.....	.....
8.55	.....	9.40	.....	10.25	.....	11.10	.....	11.55	.....	12.40	.....	.....
8.42	.....	9.27	.....	10.12	.....	10.57	.....	11.42	.....	12.27	.....	.....
8.40	.....	9.25	.....	10.10	.....	10.55	.....	11.40	.....	12.25	.....	.....
8.39	.....	9.24	.....	10.09	.....	10.54	.....	11.39	.....	12.24	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8.33	9.17	9.18	10.02	10.03	10.47	10.48	11.32	11.33	12.17	12.18	.....	.....
.....	9.12	.....	9.57	.....	10.42	.....	11.27	.....	12.12	.....	.....	.....
.....	9.10	.....	9.55	.....	10.40	.....	11.25	.....	12.10	.....	.....	.....
8.29	.....	9.14	.....	9.59	.....	10.44	.....	11.29	.....	12.14	.....	.....
8.26	.....	9.11	.....	9.56	.....	10.41	.....	11.26	.....	12.11	.....	.....
8.25	.....	9.10	.....	9.55	.....	10.40	.....	11.25	.....	12.10	.....	.....
AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM		
9	5	1	5	2	5		5	1	5			
9	5	1	5	4	5	2	10	1	10	3		
9	5	2	5	1	5		5	2	5			
3	4	5	4	1	4		4	4 C17-6 5 17-C17	5			

Northward — FIRST CLASS

642	524	640	638	522	636	520	634	632	518	630	628	Distance from San Francisco	Time-Table No. 60 January 1, 1940 STATIONS
Lv. Daily	Lv. Daily	Lv. Daily Ex. Sat.	Lv. Daily	Lv. Daily	Lv. Daily Ex. Sat.	Lv. Sat. Only	Lv. Sat. Only	Lv. Daily Ex. Sat.	Lv. Daily	Lv. Sat. Only	Lv. Sat. Only		
PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM		
.....	3.45	.....	.....	2.15	.....	1.30	1.30	.....	12.45	12.45	.....	0.0	SAN FRANCISCO
.....	4.17	.....	.....	2.47	.....	2.02	2.02	.....	1.17	1.17	.....	6.5	SAUSALITO
.....	4.18	.....	.....	2.48	.....	2.03	2.03	.....	1.18	1.18	.....	6.5	SAUSALITO
.....	4.29	.....	.....	2.59	.....	2.14	.....	.....	1.29	.....	.....	12.6	CORTE MADERA
.....	4.30	.....	.....	3.00	.....	2.15	.....	.....	1.30	.....	.....	13.0	BALTIMORE PARK
.....	4.32	.....	.....	3.02	.....	2.17	.....	.....	1.32	.....	.....	13.4	LARKSPUR
.....	4.36	.....	.....	3.06	.....	2.21	.....	.....	1.36	.....	.....	14.7	KENTFIELD
.....	.....	.....	.....	.....	.....	.....	2.18	.....	.....	1.33	.....	15.5	ROSS
4.43	4.42	4.10	3.13	3.12	2.45	2.27	2.22	1.43	1.42	1.37	12.58	16.5	SAN ANSELMO
4.48	.....	4.15	3.18	.....	2.50	.....	2.28	1.48	.....	1.43	1.03	18.3	FAIRFAX
4.50	.....	4.17	3.20	.....	2.52	.....	2.30	1.50	.....	1.45	1.05	18.8	MANOR
.....	4.45	.....	.....	3.15	.....	2.30	.....	.....	1.45	.....	.....	17.9	WEST END
.....	4.48	.....	.....	3.18	.....	2.33	.....	.....	1.48	.....	.....	18.5	B STREET
.....	4.50	.....	.....	3.20	.....	2.35	.....	.....	1.50	.....	.....	19.0	SAN RAFAEL
PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM		
10	9	10	10	4	10				1				Daily Ex. Sat., Sun. & Hol. Run C. & E.
7	3		7	9		2	7		3	5	10		Saturday Run C. & E.
7	6	7	7	2	3			3	9				Sunday and Holiday Run Condrs.
2	4	2	2	1	2			2	3				Sun. & Hol. Run Engineers

Southward — FIRST CLASS

629	521	631	633	523	635	525	637	527	639	529	641
Ar. Daily	Ar. Daily	Ar. Sat. Only	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily Ex. Sat.	Ar. Daily	Ar. Daily	Ar. Daily Ex. Sat.	Ar. Daily Ex. Sat.	Ar. Daily Ex. Sat., Sun. & Holidays
PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
.....	2.02	.....	.....	3.32	.....	4.17	.....	5.02	.....	5.47	6.32
.....	1.30	.....	.....	3.00	.....	3.45	.....	4.30	.....	5.15	6.00
.....	1.25	1.40	.....	2.55	.....	3.40	.....	4.25	.....	5.10	5.45
.....	1.12	.....	.....	2.42	.....	3.27	.....	4.12	.....	4.57	.....
.....	1.10	1.29	.....	2.40	.....	3.25	.....	4.10	.....	4.55	5.34
.....	1.09	.....	.....	2.39	.....	3.24	.....	4.09	.....	4.54	.....
.....	.....	1.26	.....	.....	.....	.....	.....	.....	.....	.....	5.31
.....	.....	1.24	.....	.....	.....	.....	.....	.....	.....	.....	5.29
12.57	1.03	1.21	2.32	2.33	3.12	3.18	4.02	4.03	4.42	4.48	5.26
12.52	.....	1.16	2.27	.....	3.07	.....	3.57	.....	4.37	.....	5.21
12.50	.....	1.15	2.25	.....	3.05	.....	3.55	.....	4.35	.....	5.20
.....	12.59	.....	.....	2.29	.....	3.14	.....	3.59	.....	4.44	.....
.....	12.56	.....	.....	2.26	.....	3.11	.....	3.56	.....	4.41	.....
.....	12.55	.....	.....	2.25	.....	3.10	.....	3.55	.....	4.40	.....
PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
10	9		10	2	10	8	10	6	10	4	10
10	2	10	5	3	7		7	9			
5	7		3	9	3	6	7	4	7	8	
5	1		2	3	2	4	2	6	2	8	

SOUTHERN DIVISION

Northward — FIRST CLASS

656	532	654	530	652	650	528	648	646	526	644	Distance from San Francisco	Time-Table No. 60 January 1, 1940 STATIONS
Lv. Daily	Lv. Daily	Lv. Sunday & Holidays Only	Lv. Daily Ex. Sat.	Lv. Daily Ex. Sat., Sun. & Holidays	Lv. Sat. Sunday & Holidays	Lv. Daily	Lv. Daily Ex. Sat., Sun. & Holidays	Lv. Sunday & Holidays Only	Lv. Daily Ex. Sat.	Lv. Daily Ex. Sat., Sun. & Holidays		
PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM		
.....	6.45	.....	6.00	6.00	.....	5.15	5.15	.....	4.30	4.30	0.0	SAN FRANCISCO
.....	7.17	.....	6.32	6.32	.....	5.47	5.47	.....	5.02	5.02	6.5	SAUSALITO
.....	7.18	.....	6.33	6.33	.....	5.48	5.48	.....	5.03	5.03	6.5	SAUSALITO
.....	7.29	.....	6.44	.....	.....	5.59	.....	.....	5.14	.....	12.6	CORTE MADERA
.....	7.30	.....	6.45	.....	.....	6.00	.....	.....	5.15	.....	13.0	BALTIMORE PARK
.....	7.32	.....	6.47	.....	.....	6.02	.....	.....	5.17	.....	13.4	LARKSPUR
.....	7.36	.....	6.51	.....	.....	6.06	.....	.....	5.21	.....	14.7	KENTFIELD
.....	.....	.....	.....	6.48	.....	.....	6.03	.....	.....	5.18	15.5	ROSS
7.43	7.42	7.03	6.57	6.52	6.13	6.12	6.07	5.28	5.27	5.22	16.5	SAN ANSELMO
7.48	.....	7.08	.....	6.58	6.18	.....	6.13	5.33	.....	5.28	18.3	FAIRFAX
7.50	.....	7.10	.....	7.00	6.20	.....	6.15	5.35	.....	5.30	18.8	MANOR
.....	7.45	.....	7.00	.....	.....	6.15	.....	.....	5.30	.....	17.9	WEST END
.....	7.48	.....	7.03	.....	.....	6.18	.....	.....	5.33	.....	18.5	B STREET
.....	7.50	.....	7.05	.....	.....	6.20	.....	.....	5.35	.....	19.0	SAN RAFAEL
PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM		
8	12		2	7		4	8		12	7		Daily Ex. Sat., Sun. & Hol. Run C. & E.
8	6				8	9						Saturday Run C. & E.
7	4	7	6		7	8		7	4			Sunday and Holiday Run Condrs.
6	6 6-C17 2 C17-17	2	4		2	8		2	6			Sun. & Hol. Run Engineers

Southward — FIRST CLASS

643	531	645	647	533	649	535	651	653	655	537	657
Ar. Sat. Sunday & Holidays	Ar. Daily	Ar. Daily Ex. Sat., Sun. & Holidays	Ar. Sunday & Holidays Only	Ar. Daily Ex. Sat.	Ar. Daily	Ar. Daily	Ar. Sunday & Holidays Only	Ar. Daily Ex. Sat.	Ar. Sat. Only	Ar. Daily	Ar. Daily Ex. Sat.
PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
.....	6.32	7.17	.....	7.17	.....	8.02	.....	.....	.....	9.42	.....
.....	6.00	6.45	.....	6.45	.....	7.30	.....	.....	.....	9.10	.....
.....	5.55	6.30	.....	6.40	.....	7.25	.....	.....	.....	9.00	.....
.....	5.42	.....	.....	6.27	.....	7.12	.....	.....	.....	8.47	.....
.....	5.40	6.19	.....	6.25	.....	7.10	.....	.....	.....	8.45	.....
.....	5.39	.....	.....	6.24	.....	7.09	.....	.....	.....	8.44	.....
.....	.....	6.16	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	6.14	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.27	5.33	6.11	6.12	6.18	7.02	7.03	7.37	8.27	8.37	8.38	9.07
5.22	.....	6.05	6.07	.....	6.57	.....	7.32	8.22	8.32	.....	9.02
5.20	.....	6.03	6.05	.....	6.55	.....	7.30	8.20	8.30	.....	9.00
.....	5.29	.....	.....	6.14	.....	6.59	.....	.....	.....	8.34	.....
.....	5.26	.....	.....	6.11	.....	6.56	.....	.....	.....	8.31	.....
.....	5.25	.....	.....	6.10	.....	6.55	.....	.....	.....	8.30	.....
PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
	9	7		12	8	4		8		12	8
8	6				8	9			8	6	
7	6		7	4	7	8	7	7		4	8
2	4		2	6	2	8	2	6		2	8

Northward — FIRST CLASS

666	664	540	662	538	660	536	658	534	Distance from San Francisco	Time-Table No. 60 January 1, 1940 STATIONS
Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily Ex. Sat.	Lv. Daily Ex. Sat.		
AM	AM	PM	PM	PM	PM	PM	PM	PM		
.....	.....	11.25	.....	10.00	.....	8.30	.....	7.30	0.0	SAN FRANCISCO
.....	.....	11.57	.....	10.32	.....	9.02	.....	8.02	6.5	SAUSALITO
.....	.....	11.58	.....	10.33	.....	9.03	.....	8.03	6.5	SAUSALITO
.....	.....	12.09	.....	10.44	.....	9 14	.....	8.14	12.6	CORTE MADERA
.....	.....	12.10	.....	10.45	.....	9.15	.....	8.15	13.0	BALTIMORE PARK
.....	.....	12.12	.....	10.47	.....	9.17	.....	8.17	13.4	LARKSPUR
.....	.....	12.16	.....	10.51	.....	9.21	.....	8.21	14.7	KENTFIELD
.....	.....	.....	.....	.....	.....	.....	.....	.....	15.5	ROSS
12.35	12.23	12.22	10.58	10.57	9.28	9.27	8.28	8.27	16.5	SAN ANSELMO
.....	12.28	.....	11.03	.....	9.32	.....	8.32	.....	18.3	FAIRFAX
.....	12.30	.....	11.05	.....	9.35	.....	8.35	.....	18.8	MANOR
12.38	.....	12.25	.....	11.00	.....	9.30	.....	8.30	17.9	WEST END
12.41	.....	12.28	.....	11.03	.....	9.33	.....	8.33	18.5	B STREET
.....	.....	12.30	.....	11.05	.....	9.35	.....	8.35	19.0	SAN RAFAEL
AM	AM	AM	PM	PM	PM	PM	PM	PM		
8	8	6	8	6	8	12	8	4		Daily Ex. Sat., Sun. & Hol. Run C. & E.
8	8	6	8	6	8	6				Saturday Run C. & E.
8	8	6	8	6	8	4	8	3		Sunday and Holiday Run Condrs.
8	8	6	8	6	8	2	8	8 6-C17 6 C17-17		Sun. & Hol. Run Engineers

Southward — FIRST CLASS

659	539	661	541	663
Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily
PM	PM	PM	PM	AM
.....	11.07	.....	.....	.....
.....	10.35	.....	.....	.....
.....	10.30	.....	11.54	.....
.....	10.17	.....	11.41	.....
.....	10.15	.....	11.40	.....
.....	10.14	.....	11.39	.....
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
10.07	10.08	11.32	11.33	12.35
10.02	.....	11.27	.....	12.31
10.00	.....	11.25	.....	12.30
.....	10.04	.....	11.29	.....
.....	10.01	.....	11.26	.....
.....	10.00	.....	11.25	.....
PM	PM	PM	PM	AM
8	12	8	6	8
8	6	8	6	8
8	6	8	6	8
8	6	8	6	8

Northward — FIRST CLASS

914	912	910	908	906	904	902	900	Distance from San Francisco	Time-Table No. 60 January 1, 1940 STATIONS
Lv. Daily Ex. Sat., Sun. & Holidays	Lv. Daily Ex. Sunday & Holidays	Lv. Daily Ex. Sat., Sun. & Holidays	Lv. Sat. Only	Lv. Sat. Only	Lv. Daily Ex. Sunday & Holidays	Lv. Daily Ex. Sunday & Holidays	Lv. Daily Ex. Sunday & Holidays		
PM	PM	PM	PM	PM	AM	AM	AM		
6.00	5.15	4.30	1.30	12.45	.....	.....	.....	0.0	SAN FRANCISCO
6.32	5.47	5.02	2.02	1.17	.....	.....	.....	6.5	SAUSALITO
6.33	5.48	5.03	2.03	1.18	7.12	6.45	6.15	6.5	SAUSALITO
.....	.....	.....	.....	.....	.....	.....	.....	9.9	ALMONTE
6.44	5.59	5.14	2.14	1.29	7.23	6.56	6.26	13.0	BALTIMORE PARK
6.49	6.04	5.19	2.19	1.34	7.28	7.01	6.31	15.7	CALIFORNIA PARK
6.52	6.07	5.22	2.22	1.37	7.31	7.04	6.34	17.0	SAN RAFAEL
PM	PM	PM	PM	PM	AM	AM	AM		
3	3	8			2	3	1		Daily Ex. Sat., Sun. & Hol. Run C. & E.
	4		4	4	2	3	1		Saturday Run C. & E.

Southward — FIRST CLASS

901	903	905	907	909	911	913
Ar. Daily Ex. Sunday & Holidays	Ar. Daily Ex. Sunday & Holidays	Ar. Daily Ex. Sunday & Holidays	Ar. Sat. Only	Ar. Sat. Only	Ar. Daily Ex. Sat., Sun. & Holidays	Ar. Daily Ex. Sat., Sun. & Holidays
AM	AM	AM	PM	PM	PM	PM
7.17	8.02	8.47	.....	3.32	6.32	7.17
6.45	7.30	8.15	.....	3.00	6.00	6.45
6.43	7.28	8.13	1.58	2.58	5.43	6.28
.....	.....	.....	.....	.....	.....	.....
6.33	7.18	8.03	1.48	2.48	5.33	6.18
6.27	7.12	7.57	1.42	2.42	5.27	6.12
6.25	7.10	7.55	1.40	2.40	5.25	6.10
AM	AM	AM	PM	PM	PM	PM
3	3	4			8	3
3	3	4	4	4		

For additional schedules see Current Steam Time-Table

No. 541 Stop on Flag at All Stations, San Rafael-Almonte

SOUTHERN DIVISION

Northward

FIRST CLASS

822	820	818	816	814	812	810	808	806	804	802	800	Distance from San Francisco	Time-Table No. 60 January 1, 1940 STATIONS
Lv. Sat. Only	Lv. Daily	Lv. Sat. Only	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily Ex. Sunday & Holidays		
PM	PM	PM	AM	AM	AM	AM	AM	AM	AM	AM	AM		
1 30	12.45	12.00	11.20	10.35	9.50	9.05	8.20	7.35	6.50	.....	.....	0.0	SAN FRANCISCO
2.02	1.17	12.32	11.52	11.07	10.22	9.37	8.52	8 07	7.22	.....	.....	6.5	SAUSALITO
2.03	1.18	12.33	11.53	11.08	10.23	9.38	8.53	8.08	7.23	6.55	6 00	6.5	SAUSALITO
2.11	1.26	12.41	12.01	11.16	10.31	9.46	9.01	8.16	7.31	7.00	6.05	9.9	ALMONTE
2.17	1.32	12.47	12.07	11.22	10.37	9.52	9.07	8.22	7.37	7.05	6.10	11.7	MILL VALLEY
PM	PM	PM	PM	AM	AM	AM	AM	AM	AM	AM	AM		
	7		11	3	9	3	10	3	10	11	11		Daily Ex. Sat., Sun. & Hol. Run C. & E.
10	9	11	9	11	7	11	7	3	10	11	11		Saturday Run C. & E.
	10		11	10	11	10	11	10	11	10			Sunday and Holiday Run Condrs.
	10		11	10	11	10	11	10	11	10			Sun. & Hol. Run Engineers

Southward

FIRST CLASS

801	803	805	807	809	811	813	815	817	819	821	823
Ar. Daily Ex. Sunday & Holidays	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily★	Ar. Daily	Ar. Sat. Only	Ar. Daily	Ar. Sat. Only
AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM
6.32	7.17	8.02	8.47	9.32	10.17	11.02	11.47	12.32	1.17	2.02	.....
6.00	6.45	7.30	8.15	9.00	9.45	10.30	11.15	12.00	12.45	1.30	.....
5.56	6.41	7.26	8.11	8.56	9.41	10.26	11.05	11.56	12.41	1.26	1.51
5.50	6.35	7.20	8.05	8.50	9.35	10.20	10.59	11 50	12.35	1.20	1.45
5.45	6.30	7.15	8.00	8.45	9.30	10.15	10.54	11.45	12.30	1.15	1.40
AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM
11	11	11	10	3	10	3	9	3		11	
11	11	11	10	3	7	11	7	11	9	11	9
	11	10	11	10	11	10	11	10		11	
	11	10	11	10	11	10	11	10		11	

★Boat Saturday Only.

No. 801—Boat Daily.

Northward

FIRST CLASS

	844	842	840	838	836	834	832	830	828	826	824	Distance from San Francisco	Time-Table No. 60 January 1, 1940 STATIONS
	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily Ex. Sat.	Lv. Daily	Lv. Daily Ex. Sat.	Lv. Daily	Lv. Daily Ex. Sat.	Lv. Daily	Lv. Daily Ex. Sat.	Lv. Daily		
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM		
.....	11.25	10.00	8.30	7.30	6.45	6.00	5.15	4.30	3.45	.....	2.15	0.0	SAN FRANCISCO
.....	11.57	10.32	9.02	8.02	7.17	6.32	5.47	5.02	4.17	.....	2.47	6.5	SAUSALITO
.....	11.58	10.33	9.03	8.03	7.18	6.33	5.48	5.03	4.18	4.00	2.48	6.5	SAUSALITO
.....	12.06	10.41	9.11	8.11	7.26	6.41	5.56	5.11	4.26	4.05	2.56	9.9	ALMONTE
.....	12.12	10.47	9.17	8.17	7.32	6.47	6.02	5.17	4.32	4.10	3.02	11.7	MILL VALLEY
	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM		
	12	12	6	6	6	6	10	6	3	2	11		Daily Ex. Sat., Sun. & Hol. Run C. & E.
	12	12	12		12		12		10		11		Saturday Run C. & E.
	12	12	12	12	12	12	3	12	3	10	11		Sunday and Holiday Run Condrs.
	12	12	12	12	12	12	10	12	10	12	11		Sun. & Hol. Run Engineers

Southward

FIRST CLASS

825	827	829	831	833	835	837	839	841	843	845	
Ar. Daily	Ar. Daily Ex. Sat.	Ar. Daily	Ar. Daily Ex. Sat.	Ar. Daily	Ar. Daily Ex. Sat.	Ar. Daily	Ar. Daily Ex. Sat.	Ar. Daily	Ar. Daily	Ar. Daily	
PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
3.32	4.17	5.02	5.47	6.32	7.17	8.02	.....	9.42	11.07	.....	.....
3.00	3.45	4.30	5.15	6.00	6.45	7.30	.....	9.10	10.35	.....	.....
2.56	3.41	4.26	5.11	5.56	6.41	7.15	7.56	9.00	10.31	11.01	.....
2.50	3.35	4.20	5.05	5.50	6.35	7.09	7.50	8.54	10.25	10.55	.....
2.45	3.30	4.15	5.00	5.45	6.30	7.04	7.45	8.49	10.20	10.50	.....
PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
7	12	2	3	6	10	6	6	6	6	12	
10		12		10		12		12	12	12	
10	12	10	3	12	3	12	12	12	12	12	
10	12	12	10	12	10	12	12	12	12	12	

For additional schedules see Current Steam Time-Table.

ROSTER OF RUNS FOR CONDUCTORS AND ENGINEERS

Where Tie-up is shown at San Rafael, equipment will be tied up at B Street.

CONDUCTORS - ENGINEERS

Daily Except Saturday, Sunday and Holidays.

Run No.	INITIAL STATION OF RUN	STARTING TIME	TERMINAL STATION OF RUN	Run Finishes as Below	Relieved by Run Number
1	San Rafael	5.25 a.m.	Sausalito	11.55 a.m.	Tie-up
	Sausalito	1.18 p.m.	San Rafael	1.50 p.m.	2
2	San Rafael	6.10 a.m.	San Rafael	11.40 a.m.	Tie-up
	San Rafael	2.25 p.m.	Sausalito	2.55 p.m.	Tie-up
	Sausalito	4.00 p.m.	Sausalito	4.26 p.m.	6
	Sausalito	6.33 p.m.	San Rafael	7.05 p.m.	Tie-up
3	San Rafael	6.25 a.m.	Sausalito	7.28 a.m.	Tie-up
	Sausalito	8.08 a.m.	Sausalito	11.56 a.m.	7
	Sausalito	4.18 p.m.	Sausalito	5.11 p.m.	10
	Sausalito	5.48 p.m.	San Rafael	6.52 p.m.	Tie-up
4	San Rafael	7.55 a.m.	Sausalito	8.13 a.m.	Tie-up
	Sausalito	9.38 a.m.	San Rafael	10.10 a.m.	Tie-up
	Sausalito	2.48 p.m.	San Rafael	3.20 p.m.	6
	San Rafael	4.40 p.m.	San Rafael	8.35 p.m.	Tie-up
5	B. Street	5.10 a.m.	San Anselmo	12.17 p.m.	10
6	San Rafael	3.55 p.m.	Sausalito	4.25 p.m.	12
	Sausalito	5.03 p.m.	Sausalito	10.31 p.m.	12
	Sausalito	10.33 p.m.	San Rafael	12.30 a.m.	Tie-up
7	Sausalito	7.00 a.m.	Sausalito	8.10 a.m.	Tie-up
	Sausalito	1.18 p.m.	Sausalito	2.56 p.m.	Tie-up
	Sausalito	5.03 p.m.	Manor	7.00 p.m.	Tie-up
8	San Rafael	3.10 p.m.	Sausalito	3.40 p.m.	Tie-up
	Sausalito	5.03 p.m.	Sausalito	5.43 p.m.	3
	Sausalito	5.48 p.m.	B. Street	12.41 a.m.	Tie-up
9	Sausalito	7.23 a.m.	Sausalito	8.55 a.m.	Tie-up
	Sausalito	10.23 a.m.	Sausalito	11.05 a.m.	Tie-up
	Sausalito	11.53 a.m.	Sausalito	1.25 p.m.	Tie-up
	Sausalito	4.18 p.m.	Sausalito	5.55 p.m.	2
10	Sausalito	7.23 a.m.	Sausalito	9.41 a.m.	9
	San Anselmo	12.18 p.m.	Sausalito	5.45 p.m.	8
	Sausalito	5.48 p.m.	Sausalito	6.41 p.m.	Tie-up
11	Mill Valley	5.45 a.m.	Sausalito	7.26 a.m.	3
	Sausalito	11.53 a.m.	Sausalito	1.26 p.m.	Tie-up
	Sausalito	2.48 p.m.	Mill Valley	3.02 p.m.	12
12	Mill Valley	3.30 p.m.	Sausalito	3.41 p.m.	2
	Sausalito	5.03 p.m.	Sausalito	10.30 p.m.	6
	Sausalito	10.33 p.m.	Mill Valley	12.12 a.m.	Tie-up

Conductors Run: 5, 1, 4, 3, 2 and repeat.
Engineers Run: 1, 2, 3, 4, 5 and repeat.
Runs 6, 7, 8, 9, 10, 11, 12 assigned.

CONDUCTORS - ENGINEERS

Saturday.

Run No.	INITIAL STATION OF RUN	STARTING TIME	TERMINAL STATION OF RUN	Run Finishes as Below	Relieved by Run Number
1	San Rafael	5.25 a.m.	San Rafael	1.05 p.m.	Tie-up
2	San Rafael	6.10 a.m.	Sausalito	8.10 a.m.	4
	Sausalito	9.38 a.m.	San Rafael	2.35 p.m.	Tie-up
3	San Rafael	6.25 a.m.	Sausalito	7.28 a.m.	Tie-up
	Sausalito	8.08 a.m.	Sausalito	8.56 a.m.	11
	Sausalito	11.08 a.m.	Sausalito	2.55 p.m.	Tie-up
	Sausalito	4.18 p.m.	San Rafael	4.50 p.m.	6
4	San Rafael	7.55 a.m.	Sausalito	8.13 a.m.	Tie-up
	Sausalito	8.53 a.m.	Sausalito	10.25 a.m.	3
	Sausalito	1.18 p.m.	Sausalito	2.58 p.m.	Tie-up
	Sausalito	5.48 p.m.	San Rafael	6.07 p.m.	Tie-up
5	B. Street	5.10 a.m.	San Anselmo	10.47 a.m.	10
	Sausalito	1.18 p.m.	San Anselmo	2.32 p.m.	Tie-up
6	San Rafael	5.25 p.m.	Sausalito	5.55 p.m.	Tie-up
	Sausalito	7.18 p.m.	San Rafael	12.30 a.m.	Tie-up
7	Sausalito	7.00 a.m.	Sausalito	8.10 a.m.	Tie-up
	Sausalito	8.53 a.m.	Sausalito	11.05 a.m.	Tie-up
	Sausalito	2.03 p.m.	Manor	4.50 p.m.	8
8	Manor	5.20 p.m.	B. Street	12.41 a.m.	Tie-up
9	Sausalito	7.23 a.m.	Sausalito	8.55 a.m.	2
	Sausalito	11.53 a.m.	Sausalito	1.51 p.m.	10
	Sausalito	2.48 p.m.	Sausalito	4.25 p.m.	Tie-up
	Sausalito	5.48 p.m.	Sausalito	7.25 p.m.	Tie-up
10	Sausalito	7.23 a.m.	Sausalito	8.11 a.m.	7
	San Anselmo	10.48 a.m.	Sausalito	1.40 p.m.	7
	Sausalito	2.03 p.m.	Sausalito	2.56 p.m.	Tie-up
	Sausalito	4.18 p.m.	Mill Valley	4.32 p.m.	Tie-up
	Mill Valley	5.45 p.m.	Sausalito	5.56 p.m.	Tie up
11	Mill Valley	5.45 a.m.	Sausalito	7.26 a.m.	3
	Sausalito	9.38 a.m.	Sausalito	1.26 p.m.	Tie-up
	Sausalito	2.48 p.m.	Mill Valley	3.02 p.m.	Tie-up
12	Mill Valley	4.15 p.m.	Sausalito	4.26 p.m.	Tie-up
	Sausalito	5.48 p.m.	Mill Valley	6.02 p.m.	Tie-up
	Mill Valley	7.04 p.m.	Mill Valley	12.12 a.m.	Tie-up

Conductors Run: 5, 1, 4, 3, 2 and repeat.
Engineers Run: 1, 2, 3, 4, 5 and repeat.
Runs 6, 7, 8, 9, 10, 11, 12 assigned.

CONDUCTORS

Sunday and Holidays.

Run No.	INITIAL STATION OF RUN	STARTING TIME	TERMINAL STATION OF RUN	Run Finishes as Below	Relieved by Run Number
1	San Rafael	6.10 a.m.	San Rafael	11.40 a.m.	Tie-up
2	San Rafael	6.55 a.m.	Sausalito	11.55 a.m.	Tie-up
	Sausalito	2.48 p.m.	San Rafael	3.20 p.m.	4
3	San Anselmo	1.43 p.m.	San Anselmo	3.12 p.m.	7
	Sausalito	4.18 p.m.	Sausalito	6.41 p.m.	Tie-up
	Sausalito	8.03 p.m.	San Rafael	8.35 p.m.	Tie-up
4	San Rafael	3.55 p.m.	San Rafael	9.35 p.m.	8
5	B. Street	5.57 a.m.	San Anselmo	12.57 p.m.	Tie-up
6	San Rafael	3.10 p.m.	San Rafael	7.05 p.m.	Tie-up
	San Rafael	10.00 p.m.	San Rafael	12.30 a.m.	Tie-up
7	Sausalito	11.53 a.m.	Sausalito	1.25 p.m.	Tie-up
	San Anselmo	3.13 p.m.	San Anselmo	8.27 p.m.	8
8	San Rafael	4.40 p.m.	Sausalito	7.25 p.m.	3
	San Anselmo	8.28 p.m.	B. Street	12.41 a.m.	Tie-up
9	Sausalito	7.23 a.m.	San Rafael	10.10 a.m.	Tie-up
	Sausalito	1.18 p.m.	Sausalito	2.55 p.m.	Tie-up
10	Sausalito	6.55 a.m.	Sausalito	11.56 a.m.	Tie-up
	Sausalito	1.18 p.m.	Mill Valley	1.32 p.m.	Tie-up
	Mill Valley	2.45 p.m.	Sausalito	2.56 p.m.	Tie-up
	Sausalito	4.00 p.m.	Sausalito	4.26 p.m.	12
11	Mill Valley	6.30 a.m.	Sausalito	1.26 p.m.	Tie-up
	Sausalito	2.48 p.m.	Mill Valley	3.02 p.m.	12
12	Mill Valley	3.30 p.m.	Sausalito	3.41 p.m.	10
	Sausalito	5.03 p.m.	Mill Valley	12.12 a.m.	Tie-up

Conductors Run: 5, 1, 4, 3, 2 and repeat.
Runs 6, 7, 8, 9, 10, 11, 12 assigned.

ENGINEERS

Sunday and Holidays.

Run No.	INITIAL STATION OF RUN	STARTING TIME	TERMINAL STATION OF RUN	Run Finishes as Below	Relieved by Run Number
1	San Rafael	6.10 a.m.	Sausalito	10.25 a.m.	2
	Sausalito	11.53 a.m.	Sausalito	1.25 p.m.	Tie-up
	Sausalito	2.48 p.m.	San Rafael	3.20 p.m.	6
2	Sausalito	11.08 a.m.	San Rafael	11.40 a.m.	Tie-up
	San Anselmo	1.43 p.m.	San Anselmo	7.37 p.m.	6
	San Anselmo	7.42 p.m.	San Rafael	9.35 p.m.	6
3	Sausalito	7.23 a.m.	San Rafael	10.10 a.m.	Tie-up
	Sausalito	1.18 p.m.	Sausalito	2.55 p.m.	Tie-up
4	San Rafael	6.55 a.m.	San Anselmo	8.32 a.m.	5
	San Anselmo	8.33 a.m.	San Anselmo	11.32 a.m.	5
	San Anselmo	11.33 a.m.	Sausalito	11.55 a.m.	Tie-up
	San Rafael	3.10 p.m.	San Rafael	7.05 p.m.	Tie-up
5	B. Street	5.57 a.m.	San Anselmo	8.32 a.m.	4
	San Anselmo	8.32 a.m.	San Anselmo	11.33 a.m.	4
	San Anselmo	11.33 a.m.	San Anselmo	12.57 p.m.	Tie-up
6	San Rafael	3.55 p.m.	San Anselmo	7.42 p.m.	2
	San Anselmo	7.43 p.m.	San Anselmo	8.27 p.m.	8
	San Anselmo	8.27 p.m.	San Rafael	8.35 p.m.	Tie-up
	San Rafael	10.00 p.m.	San Rafael	12.30 a.m.	Tie-up
7	No Run				
8	San Rafael	4.40 p.m.	San Anselmo	8.27 p.m.	6
	San Anselmo	8.28 p.m.	B. Street	12.41 a.m.	Tie-up
9	No Run				
10	Sausalito	6.55 a.m.	Sausalito	11.56 a.m.	Tie-up
	Sausalito	1.18 p.m.	Sausalito	2.56 p.m.	Tie-up
	Sausalito	4.18 p.m.	Sausalito	6.41 p.m.	Tie-up
11	Mill Valley	6.30 a.m.	Sausalito	1.26 p.m.	Tie-up
	Sausalito	2.48 p.m.	Mill Valley	3.02 p.m.	12
12	Mill Valley	3.30 p.m.	Mill Valley	12.12 a.m.	Tie-up

Engineers Run: 1, 2, 3, 4, 5 and repeat.
Runs 6, 8, 10, 11, 12 assigned.

PREPARATORY AND TIE-UP TIME TRAIN AND ENGINEMEN

	Between B ST. and SAN RAFAEL	SAN RAFAEL	Between B ST. and MANOR	MANOR	SAUSALITO	MILL VALLEY		ALL OTHER POINTS
						Main Track	Track 1	
Preparatory	15″	5″	10″	10″	5″	5″	5″	See Note
Tie-up	10″	5″	5″	5″	5″	5″	10″	See Note

NOTE:—At all other points where Crews relieve one another, equipment being ready and no switching required, no preparatory or tie-up time allowed. Swing Brakemen will be allowed five minutes preparatory and five minutes tie-up time at commencement and end of their runs.

STOPS FOR PASSENGERS

SAN RAFAEL TRAINS

SOUTHWARD—Regular: B Street, West End, San Anselmo, Larkspur, Corte Madera.

Flag: Highland, Escalle (Baltimore Park when Detour trains not running), Alto, Pine.

To detrain passengers: Almonte (Baltimore Park when Detour trains are running).

If Mill Valley southward trains leave Almonte ahead of San Rafael southward trains, San Rafael trains will stop to detrain passengers at Manzanita and Waldo.

NOTE—Passengers for Bolinas Avenue, Ross and Kentfield, boarding trains San Rafael to Highland inclusive, will transfer to Manor trains at San Anselmo.

NORTHWARD—Regular: Corte Madera, Larkspur, Kentfield, San Anselmo, West End, B Street (Baltimore Park when Detour trains not running.)

Flag: (Almonte, to entrain passengers), Alto, Chapman, Escalle, Highland.

To entrain passengers: Pine, trains 502, 524, 526 and 540. Almonte, for Baltimore Park when Detour trains are running.

To detrain Passengers boarding train Almonte and north: Baltimore Park, Ross, Bolinas Avenue.

NOTE—Regular and flag stops in both directions, Alto to San Anselmo, when Manor trains not running.

MANOR TRAINS

SOUTHWARD—Regular: All stations Manor to Kentfield inclusive.

Flag: Chapman.

To let off passengers: Escalle, Larkspur, Baltimore Park, Corte Madera, Alto, Almonte.

NORTHWARD—Regular: All stations Ross to Manor (Except train 608 flag all stations.)

SAN RAFAEL VIA DETOUR TRAINS

Regular: Baltimore Park.

Flag: California Park, Green Brae. (Manzanita trains 901, 903 and 905.)

To detrain passengers from southward trains boarding train south of San Rafael; Alto and Almonte.

MILL VALLEY TRAINS

SOUTHWARD—Regular: Locust Avenue, Park Avenue.

Flag: High School, Almonte, Waldo. (Manzanita, except trains 805, 807, 809, daily except Sunday.)

To let off passengers: Pine (Manzanita trains 805, 807, 809, daily except Sunday.)

NORTHWARD—Regular: Locust Avenue, Park Avenue.

Flag: Pine, Waldo, Manzanita, Almonte, High School.

LOCATION OF ADDITIONAL STATIONS

SAUSALITO TO SAN RAFAEL

PINE	MP 7.7. Flag Stop.
WALDO	MP 8.4. Flag Stop.
MANZANITA	MP 9.2. Flag Stop.
ALTO	MP 11.0. Flag Stop.
CHAPMAN	MP 12.3. Flag Stop.
GREEN BRAE	MP 14.9. Flag Stop.

ALMONTE TO MILL VALLEY

HIGH SCHOOL	MP 10.3. Flag Stop.
LOCUST AVE	MP 10.9. Regular Stop.
PARK AVE	MP 11.2. Regular Stop.

BALTIMORE PARK TO MANOR

ESCALLE	MP 14.0. Flag Stop.
BOLINAS AVE	MP 16.2. Regular Stop.
YOLANDA	MP 17.2. Regular Stop.
LANSDALE	MP 17.6. Regular Stop.
PASTORI	MP 17.9. Regular Stop.

SAN ANSELMO TO SAN RAFAEL

HIGHLAND	MP 17.2. Flag Stop.

HOSPITAL DEPARTMENT

NAME	TITLE	LOCATION
Dr. C. A. Walker	Chief Surgeon & Manager	General Hospital, 1400 Fell St., San Francisco
Dr. O. E. Eklund	Division Surgeon	Medical Bldg., 909 Hyde St. San Francisco (GRaystone 0274)
Dr. O. D. Hamlin	District Surgeon	San Leandro
Dr. C. F. Larson	District Surgeon	Sausalito
Dr. R. R. Robertson	Associate District Surgeon	Sausalito
Dr. G. M. Landrock	Acting District Surgeon	Sausalito
Dr. L. Michael	Emergency Surgeon	San Anselmo
Dr. C. W. Clark	District Surgeon	San Anselmo
Dr. O. W. Jones	District Surgeon	San Anselmo
Dr. Leo J. McMahon	Dental Surgeon	San Anselmo
Dr. D. C. Fowler	District Surgeon	Mill Valley
Dr. H. O. Hund	District Surgeon	San Rafael
Dr. C. A. DeLancey	District Surgeon	San Rafael
Dr. L. L. Stanley	District Surgeon	San Rafael

HOSPITALS: Southern Pacific General Hospital....Baker and Fell Streets, San Francisco. Phone FIllmore 8781.
Emergency Hospital.....San Rafael

NOTE:—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of District Surgeon.

SPECIAL INSTRUCTIONS

Employes whose duties are prescribed by Rules and Regulations of the Transportation Department, effective June 15, 1930, must each obtain a book containing these Rules and Regulations.

RULE 2. Designated Watch Inspectors:

S. A. Pope, Manager Time Service.....65 Market Street, San Francisco
I. S. Preston.....210 Phelan Bldg., San Francisco
C. F. Davidson, Traveling Watch Inspector.....
C. R. Ellis.....Sausalito
W. F. Rohrer.....San Rafael

A Standard Clock is located at Sausalito, Sausalito Shops and San Rafael.

RULE 4. Designated Holidays:

New Year's Day, January 1st.
Washington's Birthday, February 22nd.
Decoration Day, May 30th.
Independence Day, July 4th.
Labor Day.
Thanksgiving Day.
Christmas Day, December 25th.

When a holiday falls on Sunday, the following Monday is recognized as the holiday.

RULE 10 (J). Signs, oval in shape, govern maximum speeds of trains on curves requiring slower movement than speeds specified by time-table. The higher number is that for passenger trains, the lower for all other trains, and but one number is for all trains.

Sign is located one-half mile in advance of curve. Speed shown must not be exceeded from one-half mile beyond this sign to one-half mile before reaching sign of same kind on opposite side of track. One set of signs may govern speed on one curve or two or more curves and intervening tangents.

Speeds indicated are the maximum speeds permitted. Slower speeds must be run when otherwise provided for and when conditions make a slower speed necessary.

RULE 14. Trackman's Call:

Four long, followed by four short blasts of whistle (————oooo) is Trackman's Call. This signal may be used when necessary to summon trackmen. It must not be used unnecessarily. Upon hearing this signal, by day or night, trackmen must immediately respond. Foremen must keep their men posted as to this signal.

RULE 19. Except in foggy weather, markers will not be displayed by Interurban trains by day.

RULE D-71. Trains may move between Sausalito and San Rafael, via Detour and via San Anselmo and between San Anselmo and Manor with the current of traffic irrespective of time-table superiority. Freight trains must avoid delaying passenger trains.

The movement of Interurban trains must be given preference over other trains.

RULE 72. Movement of trains over single track between Almonte and Mill Valley is governed by automatic block signals. Trains finding such signals at "proceed" may proceed, irrespective of time-table superiority. In case of heavy storms, fog, or other cause rendering view obscure, trains must proceed with caution.

TUNNEL No. 1, M. P. 11.9

Movement of trains on single track will be irrespective of time-table superiority and governed by automatic block signals as follows:

South End: Signal 116, normal position STOP. There is a preliminary beginning at signal 114.

North End: Signal 121, normal position STOP. There is a preliminary post 1000 feet north of signal 121.

Trains will approach these signals with caution.

Approaching signal, Conductor must observe position of signal and speed of train.

On passenger trains Conductor will station himself near forward end of train, on car platform. When signal is at PROCEED, Conductor will give engineman hand or lamp signal to proceed and engineman will not proceed without such signal. Conductor and engineman must observe whether signal changes from PROCEED to STOP as trains strike insulated joints at signal. Should engineer not be able to observe whether signal changes, he will require fireman to observe it and to notify him whether it changes. When signal so changes, Conductor will give engineman hand or lamp signal to proceed, and engineman will not proceed without such signal.

On freight trains, approaching signal, head brakeman must station himself in engine gangway on side on which signal is located; must observe position of signal and speed of train; must observe whether signal changes from PROCEED to STOP position as train strikes insulated joints at signal; and must advise engineer of such observation.

In case of STOP, having waited five minutes, should signal not change to PROCEED, or should it not change to STOP as train strikes insulated joints at signal and a train cannot be seen or heard within the limits of the block, train may proceed under protection of flagman.

Circuit breakers are located at north and south portal of tunnel. In case of accident or other emergency requiring shutting off of current in power rail in tunnel

section, circuit breakers can be operated by any one of eight push buttons located at lights placed at a lower elevation than other lights on east side of tunnel.

Pressing one of these buttons when lights are burning will open both circuit breakers.

When lights are not burning current can be shut off only by tripping breakers at both portals by hand.

To restore current, both circuit breakers must be closed by hand.

Northward trains must not exceed 15 miles per hour in passing over switches at either end of tunnel.

RULE S-72. Southward trains are superior to trains of the same class in the opposite direction.

RULE 83(A). Interurban Trains register at Sausalito.

RULE 93. Yard limits are established at the following stations:
Sausalito includes Pine and Waldo, San Anselmo includes Bolinas Ave., Manor includes Fairfax, San Rafael includes B Street and California Park.

RULE D-97 (A). Will apply on double track between Sausalito and San Rafael via Detour and via San Anselmo and between San Anselmo and Manor and on single track between Almonte and Mill Valley.

RULE 103 (A). In general, highway crossing signals are so designed that they will not operate for trains or engines making a reverse movement after having passed over the crossing. Trains or engines making such reverse movements must protect the crossing unless it is known that signals are operating.

At San Anselmo, when wye or freight house switch on northward main track, Manor line, is thrown for siding, wigwag signal at Madrone Avenue, second crossing north of station, will not operate.

If an engine or train is moving northward on northward track, neither switch must be thrown for siding until such engine or train has passed Madrone Avenue.

RULE 221. Engineer in approaching a train-order office, after whistling for station, if train-order signal can be seen, will sound four short blasts of whistle (14-j) for "proceed" signal, and if "proceed" signal is given will acknowledge it by two short blasts of whistle (14-g).

RULE 509. Automatic block signals must not be depended upon to protect trains. When necessary, trains must be protected by flagman.

MANOR

Northward track between Signal B-186 and north switch is known as track No. 1.

Southward track between Signal B-186 and north switch is known as track No. 2.

First crossover south of Signal B-187 is known as crossover "A".

Second crossover south of Signal B-187 is known as crossover "B".

Signal B-186 located on northward track 2500 feet north of Signal B-182 governs northward train movements to Signal B-187 on track No. 1 or through crossover "A" to track No. 2.

Signal B-186 is normally at stop and will clear when train is on preliminary, if no train on either track No. 1 or 2 or crossover "A" or "B" between this signal and Signal B-187.

Signal B-187 located 400 feet south of Station on track No. 2, governs southward train movements on tracks 1 and 2 and through crossovers "A" and "B" to Signal B-186.

Trains must approach these signals with caution. If signal at stop, after stopping, train may proceed with caution.

Train movements on tracks 1 and 2, between Signal B-187 and north switch must be made with caution.

Normal position of switches, crossover "A":
South switch for crossover.
North switch for track No. 2.

Normal position of switches, crossover "B":
South switch for track No. 2.
North switch for track No. 1.

Trains must use track No. 2 for making station stop.

DETOUR

Train movements Tiburon line to northward main track are governed by automatic block signal (C-126), located 300 feet south of junction switch. Trains must approach signal with caution.

Southward trains desiring to use crossover must stop before reaching signal No. 143. When north switch is lined for crossover the upper arm of signal No. 143 should indicate STOP. When both switches are lined for crossover, lower arm of signal No. 143 should indicate PROCEED. If both switches are lined for crossover and lower arm of signal No. 143 does not indicate PROCEED, train must wait not less than 5 minutes and may then proceed under protection of flagman.

Normal position of junction switch is for northward main track.

OIL BUFFER SPRING SWITCHES

When making trailing point movement and train is stopped on switch a reverse movement must not be made, nor the slack taken until the switch has been thrown by hand. When movement has been completed through switch, reverse movement must not be made until point closes.

Running switches are prohibited and sand, blow-off cocks and injectors must not be used while passing over these switches.

Switches are located as follows:
Mill Valley, Main track—Track No. 1.
Tunnel No. 1. End of double track at each end of tunnel.
Detour. Northward main track—Tiburon line.
Manor. North end crossover "A".

Light signal, indicating position of switch for facing point movement, is located in advance of switch. Signals are from 25 to 55 feet from switch.

INTERLOCKING

Movements governed by short arm or dwarf signals must be made with caution and position of switches observed, as such signals govern movements for various routes. Whistle signal: diverging route, one short, one long, one short (o——o).

When whistle on tower is sounded all engines and trains moving within district controlled by tower must stop and get proper signal from towerman before proceeding.

TOWER No. 1, SAUSALITO

Limits. South: indicated by signs on signals. North: northward main track, signal 56, 881 feet north of tower; southward main track, signal 47, 670 feet north of tower; Drill Track, signal 48, 670 feet north of tower; limits also indicated by signs on signals.

No operator on duty: 12:15 A.M. to 5:50 A.M. daily except Sunday and holidays.
12:15 A.M. to 6:15 A.M. Sunday and holidays.

Switches will be lined track 9 to southward main track. Rule 663 will govern movements through interlocking.

When necessary, current can be cut off of power rails south of interlocking signals No. 47 and 48 (670 feet north of Tower 1) by notifying operator in tower or by operating either of two push buttons located on umbrella shed posts, (identified by black band painted thereon) on platform between tracks 5 and 6. When power has been cut off by the operator of either push button the operator in tower must be promptly notified.

Trains will leave in following order: San Rafael via Detour, Manor, San Rafael via San Anselmo, Mill Valley.

Engineers, after receiving proceed signal from conductor must not start train until interlocking signal governing movement is at PROCEED.

If train is unable to proceed, engineman will give one short, one long, one short and one long sound of the whistle thus: (o———o———) to indicate to towerman that he cannot accept signal.

TOWER No. 2, ALMONTE

Continuous service.

TOWER No. 3, BALTIMORE PARK

No operator on duty: Midnight to 6:20 A.M. — Daily except Saturday, Sunday and holidays
2:20 P.M. to 3:20 P.M. — Daily except Saturday, Sunday and holidays
11:20 P.M. to Midnight — Daily except Saturday, Sunday and holidays
Midnight to 6:20 A.M. — Saturday
10:20 P.M. to Midnight — Saturday
Midnight to 7:20 A.M. — Sunday and holidays
9:20 A.M. to 5:25 P.M. — Sunday and holidays
9:45 P.M. to Midnight — Sunday and holidays

Switches will be lined and locked for Sausalito-San Anselmo route, and when signals for Sausalito-San Anselmo route are at stop, trains will be governed by Rule 663. No train movements can be made to or from Detour route when operator is not on duty.

Before going off duty operators will assure themselves that all overdue trains via Detour route have passed.

TOWER No. 4, SAN ANSELMO

No operator on duty: 12:50 A.M. to 5:00 A.M. daily except Sunday and holidays.
12:50 A.M. to 5:45 A.M. Sunday and holidays.

Switches will be lined for San Anselmo-San Rafael route. Rule 663 will govern movements through interlocking.

Yellow signals on masts of interlocking signals govern southward movements from San Rafael and Manor routes when southward main track is occupied or obstructed within interlocking limits. On proceed indication of these signals movements may be made with caution.

TOWER No. 5, SAN RAFAEL

Continuous service.

Wigwag signals at the following street crossings are controlled and operated by towerman:
Irwin Street, at south end of freight house.
Toll Road, second crossing south of passenger depot.
Third Street, first crossing south of passenger depot.

No train or engine movements must be made upon or over any of these crossings when wigwag signals not in operation, except when movement is preceded by flagman.

Conductors must announce in waiting room departure of their trains at least one minute before leaving.

Push button on east side of Express Company's building or at south edge of ticket window will operate annunciator in Tower No. 5. Conductors of southward electric trains must press button not less than 15 seconds or more than 20 seconds prior to departure.

AIR BRAKE RULE 39. In making running air brake test trainmen use communicating signal instead of hand or lamp signals.

MISCELLANEOUS

Trains between Sausalito and San Rafael will operate via Detour unless otherwise specified.

When necessary to cut off or restore current in power rail notify Alto Substation. Alto Substation may be called on Company telephone or P. T. & T. telephone, Mill Valley 1.

Engines larger than 114 Class will not clear umbrella sheds on tracks 3, 4, 5 and 6, Sausalito.

Southward trains having connections with bus at Fairfax, will wait five minutes for such connections when necessary.

When trains are being delayed, for any reason, conductors must immediately notify dispatcher so that arrangements may be made for other trains to pick up passengers.

Electric trains with dead time at San Rafael must clear station while steam trains are making station stop, except when by so doing, departure of electric trains will be delayed.

LIMITS OF DOUBLE TRACK

Sausalito—M.P. 11.56, 686 feet south of South Portal Tunnel No. 1.
M.P. 12.11, North Portal Tunnel No. 1—San Rafael via Detour.
Baltimore Park-Manor.
San Anselmo-San Rafael.

LIMITS OF AUTOMATIC BLOCK SYSTEM

Sausalito-San Rafael via Detour
Almonte-Mill Valley
Baltimore Park-Manor
San Anselmo-San Rafael

SPEED RESTRICTIONS

Trains must not exceed the following maximum speeds (shown in miles per hour).

BETWEEN	Passenger	Freight
Sausalito and San Rafael via Detour	50	30
Almonte and Mill Valley	45	25
Baltimore Park and Manor	50	30
San Anselmo and San Rafael	50	30

except that maximum speeds shown below must not be exceeded.

Page	BETWEEN	Passenger	Frt.
2-3	Through Tunnel No. 1, M.P. 11.9	25	25
2-3	Corte Madera, road crossing north of station platforms*	20	20
3	Greenbrae, bridge and trestle approaches, M.P. 14.6	25	25
2-3	San Rafael, within city limits*	10	10
2-3	Baltimore Park, through switches to or from Detour	10	10
2-3	Larkspur, road crossing north of station platforms*	20	20
2-3	Kentfield, road crossing south of station platforms*	20	20
2-3	Ross, road crossing north of station platforms*	10	10
2-3	Bolinas Ave., Road Crossing south of station platforms*	10	10

*Maximum speeds fixed by city ordinance.

The speeds shown are maximum speeds allowed on straight track. Good judgment and care must be used on sharp curves and trains must be moved at lower speeds as may be necessary.

Through crossovers and turnouts: 10 miles per hour, except that northward trains must not exceed 15 miles per hour in passing over switches at either end of tunnel No. 1, M.P. 11.9.

LOCATION OF TELEPHONES

Sausalito	*Corte Madera	Lansdale	Highland
Waldo	Baltimore Park	Fairfax	*West End
Almonte	Larkspur	Manor	B Street
Alto Substation	Kentfield	*High School	San Rafael
South Portal	*Ross	*Locust Avenue	California Park
North Portal	*Bolinas Avenue	Mill Valley	Detour
	San Anselmo		

*P. T. & T. telephone.

R. D. SHUGRUE,
Trainmaster.

P. G. MATSON,
Chief Train Dispatcher.

MAP OF THE INTERURBAN LINES NORTHWESTERN PACIFIC RAILROAD COMPANY

SCALE IN MILES
1 ½ 0 1 2 3 4 5

NOVATO
NOVATO VALLEY
NOVATO
BLACK POINT
HOMEFARM
Novato Creek
SAN JOSE
SAN IGNACIO
San Jose Arroyo
BIG ROCK RIDGE
SAN PEDRO
SANTA MARGARITA
Gallinas Valley
ST. VINCENT
MILLER
Loma Alta 1585'
GALLINAS
WOODACRE LODGE
BOTHIN
ROYS
CANADA DE HERRERA
Tunnel 2
MANOR
FAIRFAX
PASTORI
LANSDALE
YOLANDA
GOLF
LAS GALLINAS
CERRO
Tunnel 4
GLEN PARK
HIGHLAND
SAN ANSELMO
BOLINAS AVE.
WEST END
B STREET
SAN RAFAEL
San Rafael Cr.
ROSS
PUNTA DE QUENTIN
CALIFORNIA PARK
Corte Madera Creek
KENTFIELD
Tunnel 3
Dam
Lake Lagunitas
Lagunitas Creek
GREEN-BRAE
Valley Cr.
ESCALLE
LARKSPUR
DETOUR
Prison
SAN QUENTIN
TOMALES Y BOLINAS
Mt. Tamalpais 2604'
BALTIMORE PARK
CORTE MADERA
CHAPMAN
MEADOWSWEET
Tunnel 1
MILL VALLEY
PARK AVE.
LOCUST AVE.
ALTO
Tunnel 2
REED
Tunnel 1
MUIR WOODS
HIGH SCHOOL
ALMONTE
SAUSALITO
MANZANITA
TIBURON PENINSULA
RICHARDSON BAY
BELVEDERE
TIBURON
RACCOON STRAIT
WALDO
PINE
SAUSALITO
ANGEL I.
BLUNT PT.
MARIN PENINSULA
N.W.P. R.R. Ferry
S.F. Ferry
TENNESSEE COVE
Rodeo Lagoon
Fort Barry Military Res.
Fort Baker Military Res.
CAVALLO PT.
LIME PT.
ALCATRAZ I.
PT. DIABLO
GOLDEN GATE
PT. BONITA
FORT PT.
HYDE ST.
PRESIDIO MIL. RES.
PT. LOBOS
GOLDEN GATE PARK
3RD & TOWNSEND
FERRY TERMINAL
S.P.G.G. Ferry
ALAMEDA PIER
I.W.P. R.R.
ALAMEDA
S.P. ELEC.
CENTRAL BASIN
18TH ST.
23RD ST.
VALENCIA ST.
PACIFIC
SOUTHERN PACIFIC
SOUTHERN
BERNAL
ELKTON
RUP
OCEANVIEW
14TH AVE.
INDIA BASIN
HUNTERS POINT
AVISADERO PT.
SOUTH BASIN
SAN FRANCISCO BAY
PACIFIC OCEAN
SAN PABLO BAY
River Steamers
PINOLE PT.
PINOLE
KRIEGER
SOBRANTE
GIANT
OIL TANKS
SAN PEDRO PT.
SAN PABLO PT.
POTRERO SAN PABLO
SOUTHERN PACIFIC
A.T. AND S.F. RY.
San Pablo Cr.
SAN PABLO
Wildcat Creek
RICHMOND TRANSFER
RICHMOND
A.T. AND S.F. RY.
RED ROCK
STEGE
PT. RICHMOND
BROOKS I.
VIGORIT
CONTRA COSTA
ALAMEDA
NOBEL
ALBANY
FLEMING
BERKELEY
UNIVERSITY AVE.
S.P. ELECTRIC
STOCK YARDS
PARAFFIN
SHELLMOUND
EMERYVILLE
34TH ST.
SAC TO NOR
16TH ST.
WEST OAKLAND
OAKLAND
KEY ROUTE PIER
GOAT I.
OAKLAND PIER
Ferry